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1. The Neuahaldensleben-Gardelegen railroad line, which crosses military territory, has been dismantled. The dismantled rails were 9 meters long. The rails were used on the Stendal-Salzwedel railroad line. The dismantling work was started in April 1951 and completed on 24 June 1951.\*
2. The 55 km of the original Stendal-Salzwedel railroad line was also dismantled. The rails, which are 30 meters long, and the ties will be used on the southern section of the Berlin Outer Freight Ring. In the future, the Stendal-Salzwedel railroad line will no longer be suitable for heavy load trains. The rails on this line are partly spiked and partly bolted but without spring action. The line is capable of carrying a maximum of 900 tons.
3. The Oschersleben-Jerxheim railroad line will be dismantled as far as the zonal border. The rails, which are 30 meters long, and the ties will also be used for the construction of the southern section of the Berlin Outer Freight Ring. Dismantling work on this line was started on 20 June 1951. \*\*\*

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25X1A \* [REDACTED] Comment. The dismantling of this railroad line, which runs along the western boundary of the Letzling Heath maneuver area was reported previously. See [REDACTED].

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25X1A      \*\*      Comment. The conversion of this main line to a branch line was reported previously. See [REDACTED]

\*\*\* Field Comment. The dismantling of this line is reported for the first time. Since the line is not used for interzonal traffic its dismantling is credible. The dismantling concerns the Oschersleben-Gunsleben section, a 14.3 km stretch.

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